

PHOTOGRAPHIC INTERPRETATION REPORT



**BERDICHEV REGIONAL
MILITARY STORAGE
INSTALLATION,
USSR**

Declass Review by NIMA / DoD

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MARCH 1966

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GROUP 1 EXCLUDED FROM
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**BERDICHEV REGIONAL
MILITARY STORAGE INSTALLATION,
USSR**

The Berdichev Regional Military Storage Installation [redacted] TDI name, Berdichev MRBM Rear Depot) is located at 49-56-34N 028-17-59E, 11.5 nautical miles (nm) west-northwest of Berdichev and 1.5 nm south of Bolshoy Korovintsy, which is on the Berdichev-Shepetovka rail line (Figure 1). The installation is situated in a rolling, forested area at approximately 800 feet elevation.

This installation is one of 8 facilities of its type. The others are the Balta (47-51N 029-55E), Novaya Mezinovka (53-31N 026-55E), Tambov (52-27N 041-27E), Toropets (56-22N 031-39E),

Surovatikha (55-43N 043-54E), Glazov (57 51N 053-17E), and Donok (56-41N 061-05E) Regional Military Storage Installations. [redacted]

The Berdichev installation consists of 2 general areas - a secured, rail- and road-served storage area and a housing and support area just to the west (Figures 2 and 3). The storage area contains more than 90 buildings of various sizes, 15 of which are 200 feet or longer. At various locations within the area are more than 700 miscellaneous vehicles/pieces of equipment and 29 rail cars. [redacted]

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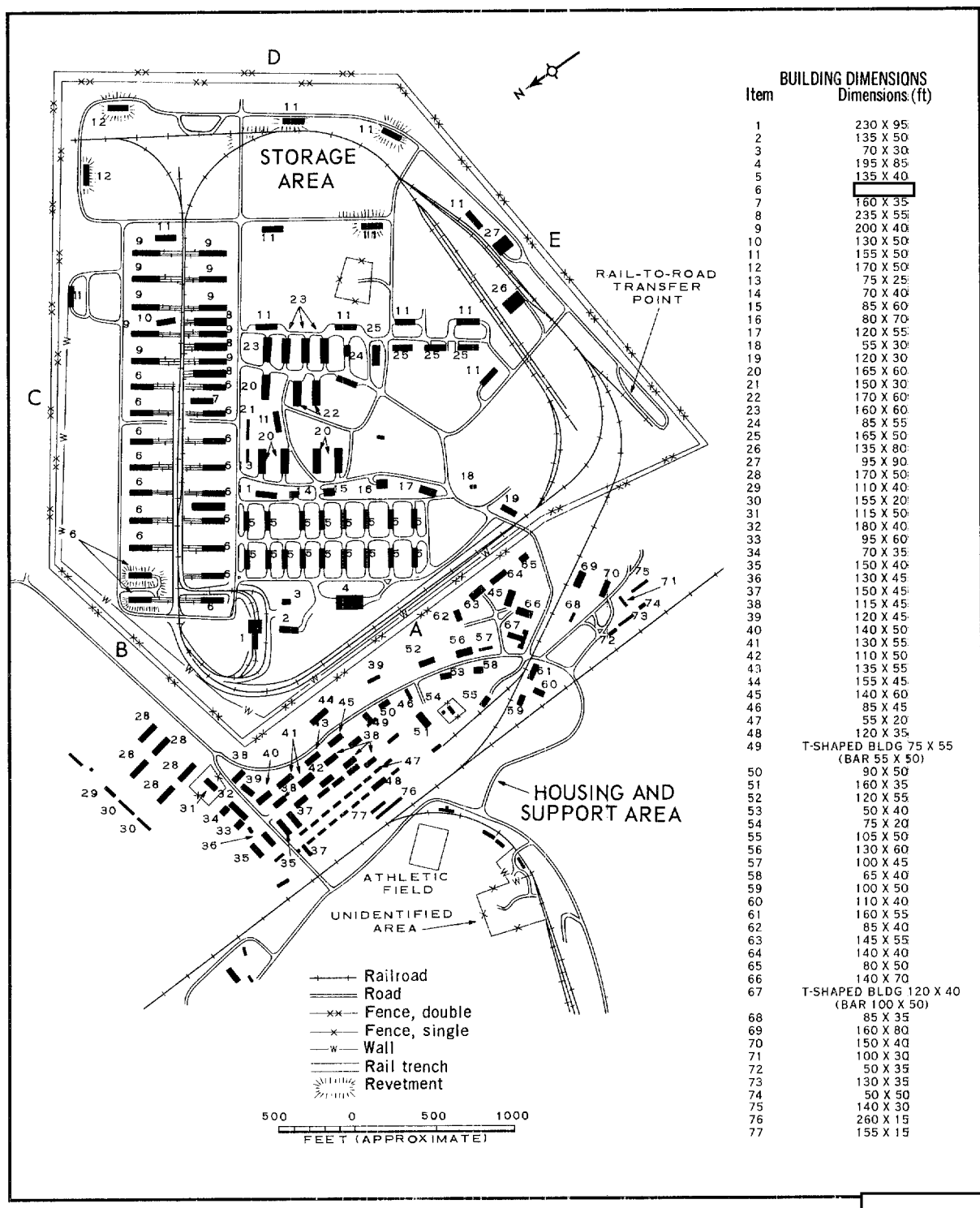


FIGURE 2. LAYOUT OF BERDICHEV REGIONAL MILITARY STORAGE INSTALLATION.

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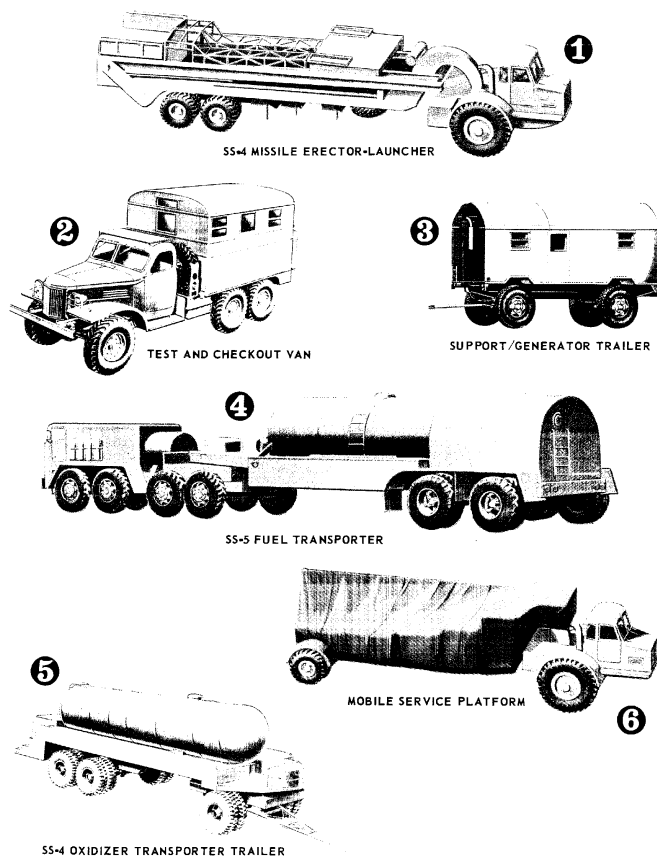


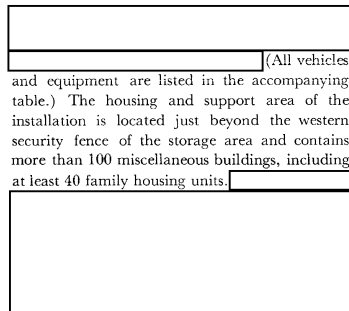
FIGURE 3. SELECTED VEHICLES AT BERDICHEV REGIONAL MILITARY STORAGE INSTALLATION.

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STORAGE AREA

The storage area is quadruple fenced and has, in addition, a security wall extending from the main entrance on side A (Figure 2), around the northern end of the area, and along two-thirds of side C. Dimensions of the outermost security fence are: side A - 3,645 feet; side B - 1,920 feet; side C - 3,495 feet; side D - 2,500 feet; and side E - 3,500 feet.

The rail line enters the storage area on side A near the southwest corner and generally makes a counterclockwise circuit through the area. Most of the trackage is on the south side of the area, adjacent to side E. A small rail-to-road transfer point is located in the southwest corner of the area. On

Shortly after the rail line enters the storage area, 2 sidings branch off, parallel each side of the line along side E, and then rejoin the rail line. The sidings provide service to 2 buildings which are also road served and have probable associated transloading docks. Small probable shipping crates are stacked in long rows in an open storage area on the north side of the rail sidings. A small 4-track marshaling yard containing more than 30 miscellaneous rail cars (see table) is

located approximately 200 feet north of the sidings.

The rail line proceeds into a turning wye located in the southeast corner of the storage area. Adjacent to side D in this area are 3 road-served, revetted storage buildings and a small, road-served, open storage area with several stacks of unidentified containers. A fourth road-served, unrevetted storage building are located west of the turning wye and adjacent to the fenced vehicle storage area. Two additional road-served buildings, one revetted and one unrevetted, are parallel to side C. A small rail spur is located inside the northwest vertex of the wye and apparently is the parking area for a small railroad crane and an unidentified rail car.

The northwest vertex of the turning wye is connected to a double-track rail line, the southeast section of which is slightly above ground level and the northwest section slightly below ground level to maintain a level roadbed through the undulating terrain. On either side of this partial rail trench are 35 large storage buildings in 2 parallel rows. Narrow-gauge rail spurs extending at right angles from the partial rail trench enter the buildings at one end. Forty-foot extensions were built on 10 of these buildings sometime prior to Mission

Five of the 35 buildings are not rail served. The 2 buildings at the west end of the outside row are revetted. The small railroad crane mentioned above probably is used to transfer material from the partial rail trench to small rail cars on the narrow-gauge spurs.

Northwest of the 2 rows of buildings the rail line makes a loop, passing through a large (230 by 95 feet), T-shaped, partially clerestory-roofed building. The loop and the building are set slightly below ground level, again to maintain a level roadbed. The T-shaped building possibly could be used to prepare rail-loaded material for shipment. A second clerestory-roofed building is located near the first; however, the second building is not rail served.

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The rail line proceeds from the loop to parallel the western security fence and reenter the marshaling yard. Part of this trackage also is slightly below ground level.

A group of 17 in-line drive-through storage buildings are located in the western part of the storage area. In an irregular pattern in the center of the storage area are more than 35 buildings of various sizes, including 9 drive-through, 7 drive-in, and at least 17 miscellaneous buildings.

HOUSING AND SUPPORT AREA

The installation housing and support area, located immediately west of the secured storage area, consists of more than 90 buildings of various sizes and types, including 40 family housing units (some probably duplex), a troop housing and support area, a heating plant, a possible sewage treatment plant, and other miscellaneous facilities necessary for the operation of a self-contained installation.

Vehicles/Pieces of Equipment at Installation

Quantity	Type	Length (ft)
58	SS-4/SS-5 transporters	
8	Possible SS-5 fuel transporters with prime movers	
17	Possible SS-5 fuel transporters without prime movers	
196	Probable SS-4 oxidizer transporter trailers	
9	Possible SS-3 transporters	
20	Unidentified transporters	
7	Possible SS-4 missile erector-launchers	
4	Unidentified possible erectors	
130	Probable trucks	
70	Probable trucks	
14	Probable trucks	
18	Probable trucks	
25	Possible trucks	
3	Probable large mobile service platforms	
1	Probable small mobile service platform	
10	Probable test and checkout vans	
26	Probable support/generator trailers	
5	Crates/canisters on flat cars	65
8	Rail cars	80
At least 16	Rail cars	50
At least 300	Unidentified vehicles/pieces of equipment in storage area, housing and support area, [REDACTED]	Various

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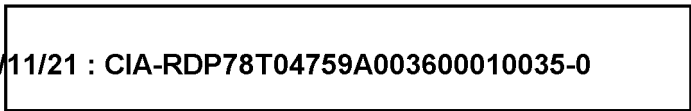
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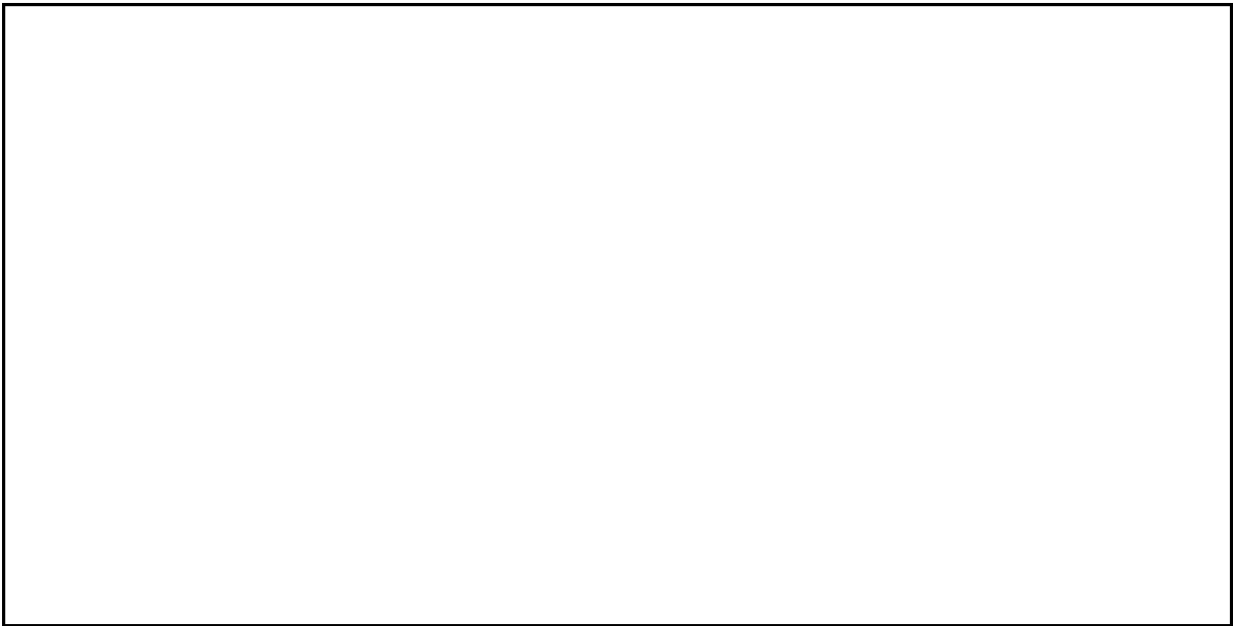


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REFERENCES

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PHOTOGRAPHY



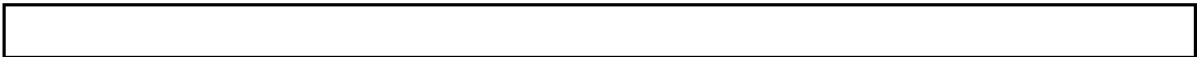
MAPS OR CHARTS

SAC. US Air Target Chart. Series 200. Sheet M0233-12HL, 3d ed, Aug 65, scale 1:200,000 (SECRET/



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DOCUMENT



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REQUIREMENT

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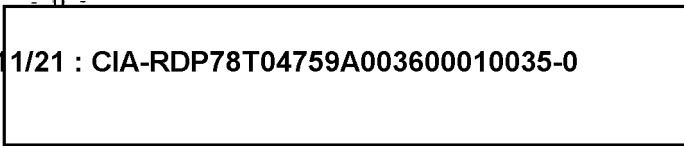
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